

IMPORTANT

READ THIS BEFORE INSTALLING

If you do not read the paragraphs below you may damage your control unit.

Be **EXTREMELY CAREFUL** when connecting both the yellow start kill wire (C3-6) and the **YELLOW/BLACK** Ignition II wire (C4-2). **THOSE WIRES ARE (-) NEGATIVE OUTPUTS.** If you connect them to a positive wire, you will blow a chip inside the control unit. Both the start kill and Ignition II wires need to be connected to the (-) negative wire on a relay. (Terminal #85 on the relay.)

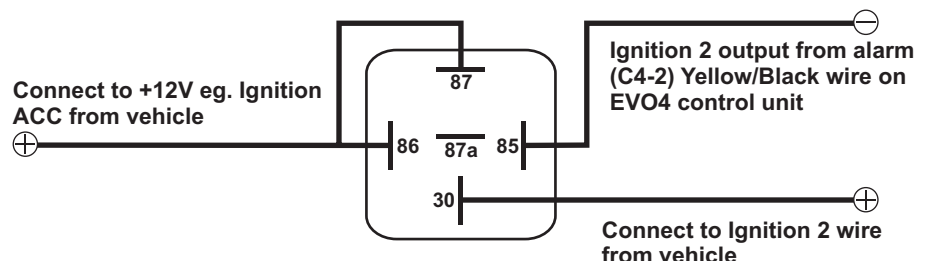
If you blow a chip inside the EVO4 control unit, contact us. We can sometimes repair or sell you another control unit at a discounted price. We also offer the replacement chips for £5 including postage.

1. DO NOT START INSTALLING THE ALARM UNIT UNTIL YOU READ AND UNDERSTAND THE INSTALLATION OF THE ALARM.
2. MAKE SURE THE INSTALLER DOES NOT START AND THEN LOOK OVER THE INSTRUCTIONS, AS THIS CAN LEAD TO THE INSTALLER NOT BEING PREPARED AND RESULTING IN MAJOR PROBLEMS. (Ex. Blowing a chip in the Control Unit.)
3. WE DO NOT OFFER TECH SUPPORT BY PHONE, AS WE ARE ONLY SELLING YOU THE ALARM. THAT IS WHY THE INSTALLER SHOULD BE FAMILIAR WITH THE INSTALLATION DIAGRAM BEFORE ATTEMPTING THE INSTALLATION.
4. HOWEVER, IF YOU DO GET STUCK ON AN INSTALLATION, DON'T FEEL THAT YOU CAN NOT CONTACT US. WE WILL HELP YOU WITH TECHNICAL PROBLEMS TO THE BEST OF OUR ABILITIES VIA EMAIL support@in-car-stuff.com. PLEASE MAKE SURE TO GIVE US YOUR INVOICE NUMBER TO VALIDATE YOUR PURCHASE.
5. IF YOUR INSTALLER HAS INSTALLED THE ALARM CORRECTLY TO HIS KNOWLEDGE AND THE SYSTEM SEEMS TO BE DEFECTIVE, REMOVE ONLY THE CONTROL UNIT AND EMAIL OUR COMPANY, IF THE UNIT IS DEFECTIVE WE WILL GLADLY REPAIR OR REPLACE THE CONTROL UNIT. DO NOT HAVE THE INSTALLER REMOVE THE WIRING OR OTHER COMPONENTS AS THAT IS NOT NECESSARY. A REPLACEMENT OF THE FAULTY UNIT WILL BE MADE ONCE WE HAVE DETERMINED THE UNIT TO BE COVERED UNDER WARRANTY.
6. IF THE UNIT IS SENT BACK TO US AND WE FIND THE UNIT TO HAVE A PROBLEM THAT WAS CAUSED BY THE INSTALLER, YOU WILL BE CHARGED TO RETURN THE UNIT TO YOU. WE WILL ALSO GIVE YOU OPTIONS TO HAVE THE UNIT REPAIRED OR REPLACED AT A DISCOUNTED PRICE.
7. WE HAVE TECH SHEETS AVAILABLE FOR MANY CARS WHICH LIST THE LOCATION AND COLOUR OF THE WIRES REQUIRED FOR INSTALLATION, PLEASE EMAIL support@in-car-stuff.com TO CHECK IF WE HAVE ONE FOR YOUR CAR. MAKE SURE TO GIVE US YOUR INVOICE NUMBER TO VALIDATE YOUR PURCHASE

RELAY FOR VEHICLES WITH IGNITION II

For your heater/air conditioning to work while the remote start is ON

Some vehicles require "extra" ignitions to be powered when remote starting. These "extra" ignitions may be used in the vehicle to power important vehicle circuits such as Power-train Control Modules, Air Bags, Air Con or other computer modules in the vehicle. Since the remote start only offers an Ignition #1 and Ignition #2 output, then extra relays must be added to the remote start's Ignition #2 output to be able to perform the function of powering all the extra ignition circuits in the vehicle.



CENTRAL DOOR LOCKING STANDARD SETUP FOR MOST VEHICLES

(Positive or Negative Trigger Door Locks)

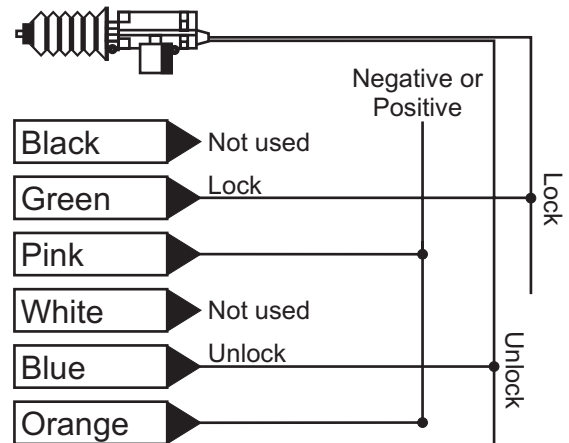
HELP WITH POSITIVE & NEGATIVE CENTRAL DOOR LOCKING

Find your trigger wires and determine if they are positive or negative triggers. If the doors lock and unlock accordingly, then you have found/confirmed your vehicle's trigger wires.

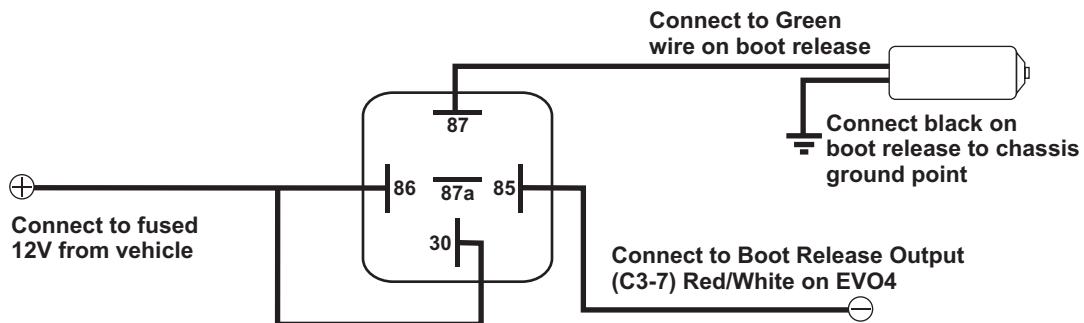
Referring to the alarm harness containing 6 wires:
(Black, Green, Pink, White, Blue, Orange)

1. Remove the WHITE & BLACK wires from the wire harness. You will not need these wires.
2. Connect the PINK & ORANGE wires together.
3. If you have negative trigger door locks, connect the PINK/ORANGE wires to a ground. If you have positive trigger door locks, connect the PINK/ORANGE wires to a positive that has constant power when the vehicle is on or off.
4. Connect the GREEN wire to the LOCK trigger wire on your vehicle.
5. Connect the BLUE wire to the UNLOCK trigger wire on your vehicle.

Your central locking should now work with the alarm.



CONNECTION OF BOOT RELEASE



RPM AND ALTERNATOR CONNECTIONS

You should connect the alternator connection (C4-3) or the RPM connection (C4-1), there is no need to connect both. Usually the alternator connection is more reliable.

Alternator Connection: Usually connected to the the battery light on the dash, connect to the side that is NOT ignition live.

RPM connection: The wire you connect to will read between 1 and 6 volts AC, and increases with the rpms when the accelerator is pressed.